

### Insights and news on the progress and achievements of the project

#### A word from the Coordinator

As the autumn rolls in, the project is finalising its' planning phase and an extensive and somewhat burdensome reporting period is ending . All our discussions, negotiations and collaborations have been done solely digitally. Being a large consortium with five national beneficiaries and about 30 implementing bodies it has been a challenge that you all have embraced and executed amazingly well. Thank you for adapting to the new reality these past 16 (or so) months and making sure that we're back on track with the project according to plan!

Normally one would think that spring is the time for an energy boost, but for NordicWay 3 it will be early this winter. That's when we'll see concrete and practical work being done and the expectations of the project results will take shape. This will be even more of a challenge should we have to keep working and cooperating only through digital channels. For more than that reason, I hope for us to soon be able to meet safely in different constellations, contributing to the progress of the project. On the horizon, we hopefully have a physical project conference early 2022 to look forward to. More news on that later.



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#### Carmenta leading the way to Emergency Vehicle Warnings



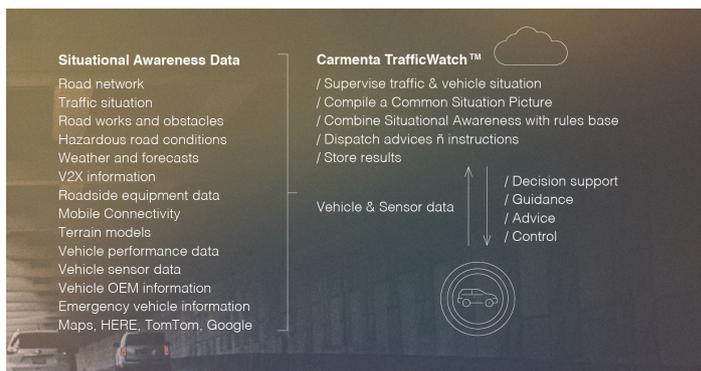
Carmenta leads the activities in NordicWay3 focused on providing standardised warnings for emergency vehicle approaching. In NordicWay, Carmenta together with the industry partners Volvo Cars, Scania, SOS Alarm and the Swedish National Road Authority and Transport Research Institute are cooperating to create reliable C-ITS services for a safer traffic environment.

An innovative way of providing warnings of approaching emergency vehicles is under development. By fusing information from many sources including the Swedish national PSAP (Public Safety Access Point), the Car-

menta TrafficWatch™ provides the standardised C-ITS service Emergency Vehicle Approaching (EVA) warnings without any need of specific equipment in the emergency vehicles.



Studies shows positive effects of early in-vehicle EVA warnings, where emergency vehicles get faster and safer to the accident areas and normal car drivers get less stressed, thereby avoiding other incidents as well.



Carmenta TrafficWatch™ provides situational awareness to connected and automated vehicles, allowing them to see and avoid hazards beyond their own line of sight. One such example is the emergency vehicle approaching (EVA) warnings provided as a standardised C-ITS service.

“The excellent collaboration platform that the NordicWay projects provide, gives us the necessary tools to bring this potentially life saving C-ITS EVA service into operation” says Kristian Jaldemark, Head of Development at Carmenta Automotive.

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Together with the NordicWay project partners Carmenta has previously tested and demonstrated EVA warnings and are now in the scale up phase in NordicWay 3, preparing the service for a Swedish national coverage as the first step.

## Google Automotive Application in NordicWay 3

One of the focus areas for NordicWay 3 is to deliver services that are close to the market. The aim is to make new functionality and services available in a selection of production vehicles, and the plan is to implement some solutions in Polestar 2 cars in Norway, Sweden and Finland. The selection of Polestar 2 is because the Norwegian Public Road Administration has more than 100 Polestar 2 vehicles within their fleet and there are several projects ongoing in cooperation with Volvo Cars in testing out C-ITS solutions and data collection from the vehicles.



To make services available a Google Automotive Application is being developed. The application will collect, process, present and store data about the C-ITS services Time to Green (TTG), Green Light Optimal Speed Advisory (GLOSA) and Road Works Warning (RWW). Further, the application will:

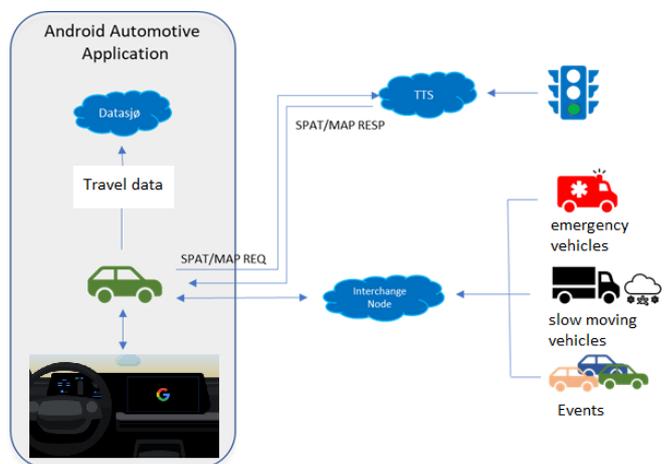
- Share RWW from the NordicWay Interchange (either via Datasjö or C-ITS messages)
- Share information for TTG and GLOSA via a server with extended functionality where the provider states the location and direction

of the relevant vehicles and receives in return any distance, status and forecast for when the relevant signal light changes the signal phase for the requested vehicles. To reduce the number of requests, a geofence zone around relevant areas for signal control can be used.

The service will be operational in 2022 and 2023.

This part of the NordicWay 3 project will give valuable insight in how to include the OEM's and their end users in the C-ITS ecosystem.

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